between July to September, the expectation is that even during the lean season substantial power will be available in view of capacity addition from ongoing projects. To facilitate the transfer of power to Punjab, Rajasthan and Gujarat, it will be necessary in due course to establish a 400 KV transmission links. In short run a 66 KV Double Circuit line between Lahore and Amritsar needs to be commissioned. This would facilitate transmision of 200 MW power. So far, no feasibility has been conducted regarding the modalities for effecting the transfer of power and the investments required to be undertaken.

(4) **Bangladesh**

Consequent to the discussion regarding exchange of power between India and Bangladesh at various levels, the two Governments have agreed to prepare a joint feasibility report for inter-connection of power systems between Bangladesh and India with Powergrid Corporation of India Ltd. being authorised to prepare the feasibility report from the Indian side. The Asian Development Bank has agreed to finance a feasibility study for exchange of power between India and Bangladesh under its Regional Technical Assistance Programme. A Tripartite Meeting has been held at ADB, Manila on 29th and 30th May, 1997 regarding the Project. The project envisages export of surplus power from Eastern region of India to Western Bangladesh. The project also envisages export of surplus power from Eastern Bangladesh to the North Eastern Region of India. Initially, this would be of benefit to States belonging to the Eastern and North Eastern regions of India and once all the links of the National Grid are complete, the benefit could extend to the country as a whole.

Introduction of Trains

1505. SHRIMATI LAKSHMI PANABAKA :
DR. T. SUBBARAMI REDDY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the Northern and Southern Railways have decided to introduce new trains to cope up with the rush of passengers;

(b) if so, the details of such new trains;

(c) the details of trains whose frequency have been extended:

(d) the extent to which these trains have been able to cope up with the rush of passengers; and

(e) the details of the sectors in which these trains are running and the steps taken to maintain the punctuality of the trains?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) Yes, Sir.

(b) Following trains are proposed to be introduced by Northern Railway and Southern Railway during 1997-98 :-

1. Ahmadabad-Delhi Swarnajayanti Rajdhani Express (weekly)
2. Secunderabad-Nizamuddin Swarnajayanti Rajdhani Express (weekly)
3. Bangalore-Nizamuddin Swarnajayanti Express via Hubli (weekly)
4. Hatia-Ranchi-Delhi Swarnajayanti Express (bi-weekly)
5. Visakhapatnam-Nizamuddin Swarnajayanti Express via Vijayawada (bi-weekly)
6. Madras-Tirupati Intercity
7. Vasco-Bangalore Express
8. Gorakhpur-Dehradun Express (bi-weekly)
9. Coimbatore-Bangalore Intercity
10. Delhi-Faizabad-Muzaffarpur Express (weekly)
11. New Delhi-Amritsar Shatabdi Express (Reverse)
12. Madurai -Erode (bi-weekly) Link Express to Jammu Tawi
13. Nizamuddin-Ernakulam Express (weekly)
14. Jaipur-Amritsar Express via Hisar (bi-weekly)
15. Mysore-Trichy Express
16. Delhi-Ahmedabad Ashram Express

(c) The frequency of 7611/7612 Amritsar Nanded Express has been increased from weekly to tri-weekly and it is proposed to increase the frequency of 9767/9768 Jaipur-Chennai Express from weekly to tri-weekly and 4245/4246 Surat-Varanasi Express from 4 days in a week to 5 days in a week w.e.f. August' 97.

(d) The above train services would by and large be adequate to cope up with the rush of passengers of the sectors they will serve.

(e) The details of sectors are given above in reply to part (b).

All efforts including intensive chasing and daily monitoring at different levels are being undertaken regularly. In addition, punctuality drives are also being launched.